



DEPARTMENT OF THE NAVY  
COMMANDER MILITARY SEALIFT COMMAND ATLANTIC  
471 EAST C STREET BLDG SP 15  
NORFOLK VA 23511-2419

5830  
Ser N00/031  
11 Jul 22

FIRST ENDORSEMENT on (b)(6) ltr of 7 Jul 22

From: Commander, Military Sealift Command Atlantic  
To: Commander, Military Sealift Command

Subj: PRELIMINARY INQUIRY INTO 15 JUNE 2022 OIL SPILL BY USNS JOSHUA  
HUMPHREYS AT CRANEY ISLAND FUEL DEPOT

1. Forwarded for your information.
2. MSCLANT does not intend to take any further action on this report.

(b)(6)

D. E. BROADHURST

Copy to:  
COS  
N7 Director  
DSM  
DMO  
PM1 Program Manager  
PM6 Program Manager  
N00L

CUI

7 Jul 22

From: (b)(6) Future Ops/Plans (N-33), Military Sealift Command Atlantic  
To: Commander, Military Sealift Command Atlantic (COMSCLANT)

Subj: PRELIMINARY INQUIRY INTO 15 JUNE 2022 OIL SPILL BY USNS JOSHUA HUMPHREYS AT CRANEY ISLAND FUEL DEPOT

Ref: (a) JAGINST 5800.7G (JAGMAN), Chapter 2  
(b) COMSCINST 5800.7B of 24 Oct 19

Encl: (1) COMSCLANT ltr 5830 Ser N00/029 of 16 Jun 22  
(2) USNS JOSHUA HUMPHREYS (JHY) Daily Log of 15 Jun 22  
(3) (b)(6) Master, e-mail ltr of 20 Jun 22  
(4) Investigating Officer's Statement ICO JHY Oil Spill  
(5) (b)(6) e-mail ltr of 27 Jun 2022  
(6) LT (b)(6) email ltr of 16 Jun 22  
(7) Picture of Station 7A Ruptured JP5 Pipe taken 15 Jun 22  
(8) Picture of Station 5A Leaking Bonnet Gasket taken 15 Jun 22  
(9) Picture of Tank Deck JP5 Drain Valve taken 20 Jun 22  
(10) Unloading Cargo Fuel & Cargo Lube Oil Checklist used by JHY  
(11) USNS JOSHUA HUMPHREYS Daily Log Excerpt of 6 Aug 21  
(12) USNS JOSHUA HUMPHREYS Daily Log Excerpt of 3 Dec 21  
(13) USNS JOSHUA HUMPHREYS Daily Log Excerpt of 5 Mar 22  
(14) USNS JOSHUA HUMPHREYS Daily Log Excerpt of 29 Mar 22  
(15) (b)(6) Master, e-mail ltr of 25 Jun 22  
(16) Vessel Inspection Requirements (CG-835V) of 16 Jun 22  
(17) ABS Survey After Construction Vessel Report of 16 Jun 22  
(18) (b)(6) 2nd Officer, ltr of 4 Jun 22 (HYDRO Test Result)  
(19) USNS JOSHUA HUMPHREYS vessel info

1. This letter reports completion of the preliminary inquiry (PI) conducted in accordance with references (a) and (b) and enclosure (1) into the USNS JOSHUA HUMPHREYS (T-AO-188) (JHY) oil spill at the Crane Island Fuel Depot (CIFD) on 15 June 2022.

Controlled by: Department of the Navy

Controlled by: MSCLANT

CUI Category: INV, PRVCY

Distribution/Dissemination Controls: FED ONLY

POC: (b)(6)  
(b)(6) (757)443-5656

2. Personnel contacted in person or via phone:

- a. Captain (b)(6) Master
- b. (b)(6) Chief Engineer
- c. (b)(6) Chief Mate
- d. (b)(6) Operations Officer
- e. (b)(6) Cargo Mate
- f. (b)(6) Cargo Engineer
- g. (b)(6) Operations Chief
- h. (b)(6) Ship's Port Engineer
- i. (b)(6) QA Supervisor, Craney Island Fuel Depot
- j. (b)(6) ABS Surveyor
- k. MST1 (b)(6) USCG Sector Pollution Control
- l. (b)(6) Lead Environmental Protection Specialist, NAVSTA Norfolk

3. Materials reviewed: Enclosures (1) through (19).

4. Summary of findings.

- a. On the morning of 15 June 2022, JHY arrived at CIFD to offload fuel in preparation for a Regular Overhaul (ROH) period.
- b. The ship secured Anchor and Maneuvering Detail at 1158 and commenced steps to offload fuel.
- c. There is no Military Sealift Command (MSC) Safety Management System (SMS) procedure that covers defueling.
- d. JHY developed a ship-specific unloading procedure based on the MSC SMS for loading fuel.
- e. To allow fuel to be offloaded at "A" stations, check valves must be physically tied in the open position.
- f. At 1435, JHY commenced pumping JP5 to CIFD at 40 psi.
- g. Once flow was stabilized, checks for anomalies were made before gradually proceeding to the next higher pressure in 20 psi increments.
- h. At 1455, the Cargo Engineer increased pump pressure to 100 psi to achieve 80 psi at Station 5A.
- i. The maximum pressure observed at the exit riser (Station 5A) was 80 psi.
- j. At 1503, the JP5 7" riser at Station 7A ruptured and the bonnet valve gasket failed at Station 5A.
- k. At no time was a pressure spike observed.
- l. Upon hearing the noise of the pipe rupture and seeing the fuel spill at Station 7A, the Chief Mate immediately pushed the Emergency Stop button and ordered cease pumping.
- m. Although no fuel was being offloaded at Station 7A, it was pressurized as a result of the design of the piping system.
- n. Oil spill mitigation and recovery measures were in progress by 1504.
- o. Required notifications to response centers and higher headquarters commenced at 1505.
- p. An estimated 75 gallons spilled on the ship, 50 gallons spilled on the pier and 150 gallons entered the water for a total of approximately 275 gallons of JP5.

- q. Unintended fuel releases occurred at Station 7A (12" long seam rupture on 7" diameter pipe – primary spill site), Station 5A bonnet valve gasket failure, and a JP5 drain valve gasket failure on the tank deck.
- r. An oil boom was in place around the vessel, which prevented any significant fuel release into the Elizabeth River.
- s. Prior to commencement of pumping, spill response kits had been staged at assigned locations about the ship, which facilitated their immediate employment.
- t. The crew routinely practiced oil spill response measures.
- u. USCG Sector Pollution Control personnel arrived aboard JHY at 1819.
- v. Captain (b)(6) informed the Coast Guard petty officers that all ship's personnel involved in the incident had received drug and alcohol tests.
- w. All alcohol results were determined to be negative by the time the USCG Sector Pollution Control personnel arrived.
- x. Urinalysis results are only reported if positive. As of the date of this writing, no positive urinalysis findings have been declared.
- y. After attending the ship to review the crew's actions, USCG Sector Pollution Control personnel stated they were satisfied with containment and cleanup efforts.
- z. USCG Sector Pollution Control personnel departed the ship at 1844.
- aa. A USCG Vessel Inspection Requirements (CG 835) was issued on 16 June 2022 referencing the ruptured pipe.
- bb. Corrective actions were made by the crew and the CG 835 was cleared on 16 June 2022 (the same day), which permitted the ship to resume operations when ready.
- cc. On 4 June 2022, the ship performed a hydrostatic test of the fuel system in accordance with direction from higher headquarters that pressurized the system to 225 psi. This test was eleven days prior to the pipe rupture.
- dd. Offload piping cannot be isolated to only pressurize segments needed to discharge fuel from a specific riser.
- ee. JHY was launched in February 1986 making the ship more than 36 years old.
- ff. ABS had previously ordered that seamed copper nickel piping cannot be utilized in the fueling systems of new construction ships.
- gg. Three of the four individuals interviewed for this PI who were not part of ship's company (MST1 (b)(6) USCG Sector Pollution Control; (b)(6) Lead Environmental Protection Specialist, NAVSTA Norfolk; and (b)(6), ABS Surveyor) commented positively on the crew's performance.
- hh. The fourth individual interviewed who was not part of ship's company, (b)(6) QA Supervisor, Craney Island Fuel Depot was not impressed with the crew's response or appearance of the ship.

## 5. Observations.

- a. The oil spill was the direct result of material failure of the copper nickel riser at Station 7A.
- b. It is possible that the hydrostatic test performed on 4 June 2022 may have been a contributing factor in the rupture.
- c. JHY, like most MSC ships, is manned to minimize operational costs as opposed to maximize ship-performed maintenance and cosmetic preservation. The results of this

manning policy may induce a negative impression of the actual capabilities of the ship and crew based on the visual appearance of the ship.

- d. MSC N7 should determine mitigations to protect seamed copper nickel piping in existing MSC ships to prevent recurrence of this issue, evaluate the value versus risk of hydrostatically testing T-AO piping systems to 225 psi, and standardize T-AO procedures to offload fuel (to include removing check valves as appropriate).
- e. The USNS JOSHUA HUMPHREYS crew should be commended. Their actions, before, during and immediately after the oil spill, prevented a significant negative environmental impact to the waters and shoreline in the surrounding areas.

6. Recommendation: No further investigation warranted.

7. The officer principally cognizant of this matter is (b)(6) GS-13; and may be contacted at (b)(6) or via email at (b)(6)

(b)(6)



DEPARTMENT OF THE NAVY  
COMMANDER MILITARY SEALIFT COMMAND ATLANTIC  
471 EAST C STREET BLDG SP 15  
NORFOLK VA 23511-2419

5830  
Ser N00/029  
16 Jun 22

From: Commander, Military Sealift Command Atlantic  
To: (b)(6) Military Sealift Command Atlantic

Subj: PRELIMINARY INQUIRY INTO 15 JUNE 22 OIL SPILL BY USNS JOSHUA HUMPHREYS AT CRANEY ISLAND FUEL DEPOT

Ref: (a) JAGINST 5800.7G (JAGMAN), Chapter II  
(b) COMSCINST 5800.7B of 24 Oct 19  
(c) Naval Justice School JAGMAN Investigations Handbook 2016, Checklists

1. This appoints you, per reference (a), to inquire into the facts and circumstances surrounding the oil spill by USNS JOHSUA HUMPHREYS on 15 June 2022 while at Craney Island Fuel Depot (CIFD). Note that, per reference (b), from the time of appointment until the investigation is completed, submitted and endorsed by the Commodore, this investigation is your primary duty.
2. Investigate the allegation, and any fault, neglect or responsibility therefore. Please include all information on all failed equipment, if any, and any repairs made thereto. Also address the inconsistency between the ship, U.S. Coast Guard, and CIFD in describing what happened. Report personnel contacted, all materials reviewed and their custodian, and a summary of your findings. Then, make a recommendation on subsequent command action in writing, for example: consult a judge advocate/counsel, no further investigation warranted, or conduct a command investigation.
3. Your report is due COB Tuesday 21 June 2022, unless an extension of time is granted. Read chapter II of reference (a) before beginning your investigation, especially the requirements of section 0203 and 0204. Use the checklist in reference (c) for assistance.
4. You may seek legal advice from (b)(6) Counsel for Military Sealift Command Atlantic. Please work with the MSC USCG Liaison and N7 for assistance. By copy of this convening order, (b)(6) MSCLANT Executive Administrative Assistant, is directed to furnish clerical assistance.

(b)(6)

D. E. BROADHURST

Copy to:  
N00L  
MSC Front Office

Encl (1)

Enclosure (1)

Page 1 of 1

## Daily Log

## Remarks Sheet

USNS Humphreys

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Report Date: Tuesday, June 21, 2022 09:20

Wednesday, June 15, 2022

0001-0400

2345 Vessel securely moored port side to Pier 8 Berth 2, NAVSTA Norfolk. Mooring lines configured as follows; FWD: 3-2-2; AFT: 3-2-2; CT wires 1, 2, 5, & 6 set to 5k. Ship's brow securely rigged on port side tank deck with appropriate netting and lighting in place. Vessel is observing FPCON BRAVO with additional measures set as per fleet guidance. Vessel is on Ship's power. Receiving from shore: potable water, steam, and CHT. Vessel conforming to time zone +04(R) DST. On watch: 3/O (b)(6) assumed duties as W/O with A/B (b)(6) and O/S (b)(6) as gangway security and roving patrol. Visitor Badges inventoried: (19) Red (Restricted, Escort Required), (29) Yellow (Restricted, No Escort), and (10) White (Unrestricted, No Escort). Duty Engineer: 3A/E (b)(6) W/O observed Master's Standing/Night orders, Chief Mate's Night Orders, USCG, MARPOL, and Port Regulations.

0046 MOW completes a round about the vessel. All in apparent good order.

0145 A/B (b)(6) completes a round about the vessel. All in apparent good order.

0200 GMDSS reserve source of power: 26.2V IAW 47 CFR 80.1099.

0235 MOW completes a round about the vessel. All in apparent good order.

0300 Gyro repeaters synced with main gyro.

0315 MOW conducts RAM set D; item 19.

0345 O/S (b)(6) completes a round about the vessel. All in apparent good order.

0345 Vessel is securely moored in calm harbor conditions under a partly cloudy sky, with a gentle S'ly breeze and good visibility. 3/O (b)(6) retains the watch.

(b)(6)

June 15, 2022 03:45

0400-0800

0345 Vessel securely moored as before. On watch: 3/O (b)(6) assumed duties as W/O with A/B (b)(6) and O/S (b)(6) as gangway security and roving patrol. Visitor Badges inventoried: (19) Red (Restricted, Escort Required), (29) Yellow (Restricted, No Escort), and (10) White (Unrestricted, No Escort). Duty Engineer: 3A/E (b)(6) W/O observed Master's Standing/Night orders, Chief Mate's Night Orders, USCG, MARPOL, and Port Regulations.

0400 GMDSS Pre-Departure test completed satisfactorily IAW 47CFR80.1105(i)(2): VHF DSC, INMARSAT-C, two SARTs and EPIRB inspected. Reserve source power 25.9v IAW 47CFR80.1099.

0449 MOW completes a round about the vessel. All in apparent good order.

0536 First lift Trash.

0545 Last lift Trash. 3m³.

0546 Sunrise; Deck and aircraft warning lights secured.

0600 MOW conducts RAM set C; item 15.

0628 Port boom secured for sea.

0635 Docking Pilot confirmed for Shift.

0650 Captain aboard.

0700 Morning drafts taken and recorded in the drafts log.

0700 Soundings submitted by ship's crew.

0709 Duty engineer reported EDG tested SAT (0659-0709) IAW 33 CFR 164.25.

0745 Vessel is securely moored in calm harbor conditions under a partly cloudy sky, with a gentle S'ly breeze and good visibility. 3/O (b)(6) is properly relieved by 3/O (b)(6)

Enclosure (2)

Encl (2)

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## Daily Log

## Remarks Sheet

USNS Humphreys

Generated by ShipLog™

Report Date: Tuesday, June 21, 2022 09:20

Wednesday, June 15, 2022

(b)(6)

June 15, 2022 07:45

0800-1200

Vessel securely moored port side to Pier 8 Berth 2 with 3x2x2 fwd and 3x2x2 aft. CT wires 1,2, 5 & 6 set at 5K. On watch: 3/O (b)(6) with A/B (b)(6) and A/B (b)(6) alternating at gangway security and roving patrol. Visitor Badges Inventoried: (19) Red (Restricted, Escort Required), (29) Yellow (Restricted, No Escort), and (10) White (Unrestricted, No Escort). Duty Engineer: 3A/E (b)(6) Visitors and contractors aboard as per Gangway Visitor Log Book.

0800 Colors observed. 2A/E (b)(6) assumed Duty Engineer duties.

0837 SAT test of Steering gear in all modes IAW 33 CFR 164.25.

0843 SAT Test of the EOT.

0900 Callout for Anchor, and Maneuvering Detail to be manned and ready NLT (30 min after callout).

Pre-arrival Navigation Brief conducted on the bridge from (0900-0910). (11) Persons for 1.8 m/hrs.

Computed arrival drafts: FWD: 32'01", MID: 33'09" and AFT: 35'06". Minimum UKC NSN Pier 8-2; 08'00", Norfolk Harbor Reach; 16'08" IAW 33 CFR 157.455. Cargo Officer verified that vessel is in compliance with applicable stability requirements IAW 33CFR164.25. Master reviewed ORM, RAC:4. SAT test of the ships Whistle and General Alarm.

0922 SAT test of Engines ahead and astern IAW 33 CFR 164.25.

0930 ERC & Aft steering M/R.

0937 Bow M/R; Both Anchors ready to let go; Stern M/R; safety briefs given.

0939 Pilot Captain (b)(6) Aboard.

0941 Pilot on the bridge.

0943 TUG (Wendy Moran) made fast on STBD Bow; TUG FT Bragg made fast on STBD quarter.

0946 Master pilot exchange completed IAW 33 CFR 164.25.

0952 Accom ladder lifted and secured aboard.

0958 S.B.E.

1000 SME Clutched in, mode 1.

1001 Bridge passed control of SME, mode 1.

1003 PME clutched in, mode 1.

1004 Bridge passed control of PME, mode 1.

1005 last line. Vessel shifting from NAVSTA Norfolk, Pier 8 Berth 2 to Craney Island Fuel Depot, ND pier.

Pilot has the conn. Steering various courses and speeds as per pilot orders and bell book.

1007 CTF 80 & SDO notified of shift.

1014 Stern even with the end of the pier.

1015 Stern crossing through security barrier.

1017 Bow even with the pier end.

1018 Bow exits security barrier; Vessel entered Norfolk Harbor Reach Channel.

1021 Aft tug FT Bragg cast off Aft TUG FT Bragg cast off Stbd quarter; Fwd TUG Wendy Moran cast off Stbd Bow.

1025 ERB 9/10 abeam Port and Stbd.

1032 ERB 11/12 abeam port and stbd.

1038 ERB 13/14 abeam port and stbd.

1040 ERB 15 abeam to port.

1044 ERB 17/18 abeam port and stbd.

Enclosure (2)

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Report Date: Tuesday, June 21, 2022 09:20

Wednesday, June 15, 2022

1048 ERB 19 abeam to port.

1049 TUG Wendy Moran made fast on Port Bow

1052 ERB 20 abeam to port.

1053 TUG FT Bragg made fast on the Port Quarter.

1113 First line. Shift colors.

1115 ERC passed control of SME; SME declutched.

1139 ERC passed control of PME; PME declutched.

1141 F.W.E., F.W.W. Aft Steering dismissed. ERC dismissed at CHENG's discretion. Vessel securely moored STBD side to Craney Island Fuel Depot ND pier holding 2-0-4 FWD, 2-3-0 aft.

1155 Fwd TUG Wendy Moran cast off port bow.

1157 Aft TUG FT Bragg cast off port quarter.

1158 Anchor and Maneuvering Detail secured.

1200 Vessel is securely moored in calm harbor conditions under a cloudy skies, with gentle NNE'ly breeze and good visibility. 3/O (b)(6) retains the watch.

(b)(6)

June 15, 2022 12:00

1200-1600

1200 Vessel securely moored as before. On watch: 3/O (b)(6) assumed duties as W/O with A/B (b)(6) and A/B (b)(6) as gangway security and roving patrol. Visitor Badges inventoried: (19) Red (Restricted, Escort Required), (29) Yellow (Restricted, No Escort), and (10) White (Unrestricted, No Escort). Duty Engineer: 2A/E (b)(6) W/O observed Master's Standing/Night orders, Chief Mate's Night Orders, USCG, MARPOL, and Port Regulations.

1155 Fwd TUG Wendy Moran cast off port bow.

1157 Aft TUG FT Bragg cast off port quarter.

1158 Anchor and Maneuvering Detail secured.

1215 Oil boom in place around the vessel.

1300 Arrival drafts observed and logged: FWD-32'01", MID-34'02", AFT-35'08". 0.0° list.

1331 Bonding cable connected.

1336 First loading arm connected to station 5A.

1344 JP5 loading arm connected to station 5A.

1410 Cargomate conducted a pre-Fuel offload safety brief; (19) Personnel present for a total of 3.2 man/hrs.

1422 Cargomate notifies port control of intent to transfer cargo and verifies line up.

1424 Cargomate received Master's permission to commence fuel transfer; Bravo flag hoisted;

Commenced 1MC announcements for fuel transfer in progress and the smoking lamp is out throughout the ship.

1426 Tank deck M/R.

1435 Commence pumping JP5 offload to Craney Island fuel facility.

1438 Cease pumping of JP5 offload to Craney Island fuel facility.

1446 Commence pumping JP5 offload to Craney Island fuel facility.

1449 E-stop tested SAT; Cease pumping; Commence pumping JP5 minimum pressure to Craney Island fuel facility.

1458 Max pressure; 80 psi.

1503 Cease pumping; Station 5A valve bonnet gasket failed and Station 7A elbow to riser valve failed.; JP-5 7" Pipe to fuel station 7A riser ruptured and bonnet valve gasket leak at fuel station 5A failed; Approximately

Enclosure (2)

Generated by ShipLog™

Report Date: Tuesday, June 21, 2022 09:20

Wednesday, June 15, 2022

275 gallons of JP-5/F44 spilled; 75 Gallons spilled on the ship, 50 gallons spilled on the pier and 150 gallons in the water. Vessel was conducting JP-5/F44 offload fuel transfer at Craney Island Fuel Depot Portsmouth VA. (b)(6)

1504 Deck and engine department commenced oil spill response and mitigation measures.

1505 Craney Island Fuel Depot notified; Captain notified.

1524 MSCLANT SDO TELEPHONIC REPORT TO NATIONAL RESPONSE CENTER WAS MADE TO LT (b)(6)

1530 TELEPHONIC REPORT TO NATIONAL RESPONSE CENTER WAS MADE TO NATIONAL RESPONSE CENTER: (b)(6)

1540 TELEPHONIC REPORT TO NATIONAL RESPONSE CENTER WAS MADE TO NOSC NAVY REGION MID ATLANTIC NORFOLK VA: YN2 (b)(6)

1546 TELEPHONIC REPORT TO NATIONAL RESPONSE CENTER WAS MADE TO USCG HAMPTON ROADS: OSI (b)(6)

1550 TELEPHONIC REPORT TO NATIONAL RESPONSE CENTER WAS MADE TO STATE AGENCY OF VIRGINIA: (b)(6)

1554 TELEPHONIC REPORT TO NATIONAL RESPONSE CENTER WAS MADE TO MSC ENVIRONMENTAL OFFICER: (b)(6) (N732) VOICE MSG.

1600 Vessel is securely moored in calm harbor conditions under a partly cloudy sky, with gentle NNE'ly breeze and good visibility. 3/O (b)(6) properly relieved by 3/O (b)(6)

(b)(6)

June 15, 2022 16:00

1600-2000

Vessel securely moored as before. On watch: 3/O (b)(6) assumed duties as W/O with A/B (b)(6) and O/S (b)(6) alternating as gangway security and roving patrol. Visitor Badges inventoried: (19) Red (Restricted, Escort Required), (29) Yellow (Restricted, No Escort), and (10) White (Unrestricted, No Escort). W/O observed Master's Standing/Night orders, Chief Mate's Night Orders, USCG, MARPOL, and Port Regulations.

1600 TELEPHONIC NOSC Notification: MSC FLEET BATTLE WATCH: LCDR (b)(6)

1628 TELEPHONIC NOSC Notification: USCG SECTOR POLLUTION CONTROL: NST1 (b)(6)

1619 USCG SECTOR POLLUTION CONTROL MST1 (b)(6) and MST3 (b)(6) aboard.

1628 USCG SECTOR POLLUTION CONTROL: NST1 (b)(6)

1644 USCG SECTOR POLLUTION CONTROL MST1 (b)(6) and MST3 (b)(6) ashore.

1650 W/O conducted RAM #14 of set 3.

1700 Drafts observed and logged: FWD-31'02", MID-33'08", AFT-35'11". 0.1° STBD list.

1705 2/O (b)(6) reported JP-5 loading arm disconnected at station 5A. 2' A/E (b)(6) reported unattended round completed, found general alarm battery high temp alarm, ET commenced troubleshooting.

1714 2/O (b)(6) reported DFM loading arm disconnected at station 5A.

1752 W/O conducted fire and security rounds, all found in apparent good order.

1819 USCG SECTOR POLLUTION CONTROL MST1 (b)(6) and MST3 (b)(6) aboard.

1825 General alarm battery high temp alarm troubleshooting complete, all satisfactorily.

1830 Captain (b)(6) reported ALL personnel involved in incident have received DRUG and ALCOHOL test. All alcohol test negative. Uranalysis results will be provided SEPCOR if positive results returned on any individuals. POLLUTION CONTROL team stated satisfied with ongoing cleanup efforts and containment of spill.

1844 USCG SECTOR POLLUTION CONTROL MST1 (b)(6) and MST3 (b)(6) ashore.

(b)(6)

Enclosure (2)

## Daily Log

## Remarks Sheet

USNS Humphreys

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Report Date: Tuesday, June 21, 2022 09:20

Wednesday, June 15, 2022

1920 A/B (b)(6) conducted fire and security rounds, reported all found in apparent good order.  
1927 W/O conducted fire and security rounds, all found in apparent good order.  
1945 The vessel is securely moored in calm harbor conditions under a clear sky, with gentle SSE'ly breeze and good visibility. 3/O (b)(6) retains the watch.

(b)(6)

June 15, 2022 19:45

2000-2400

1945 Vessel securely moored as before. Watch manned as before.  
2004 W/O obtained an azimuth of the sun using the STBD repeater; gyro error calculated as 0.2°W.  
2010 W/O conducted fire and security rounds, all found in apparent good order.  
2026 Sunset observed. All deck, waterline security, aircraft warning, and fore and aft anchor lighting energized.  
2056 Chief Mate (b)(6) reported commenced ventilation of 1P and 1S tanks.  
2112 Chief Mate (b)(6) reported commenced ventilation of 3P and 3S tanks.  
2136 W/O conducted visual check of corpus blowers located at 1P, 1S, 3P, and 3S, all found satisfactorily at the time of observation.  
2200 O/S (b)(6) conducted fire and security rounds, reported all found in apparent good order.  
2237 A/B (b)(6) conducted visual check of corpus blowers located at 1P, 1S, 3P, and 3S, all found satisfactorily at the time of observation.  
2326 W/O conducted fire and security rounds, all found in apparent good order.  
2328 W/O conducted visual check of corpus blowers located at 1P, 1S, 3P, and 3S, all found satisfactorily at the time of observation.  
2335 A/B (b)(6) conducted fire and security rounds, reported all found in apparent good order.  
2345 As the watch ends, the vessel is securely moored in calm harbor conditions under a partly cloudy sky, with gentle SE'ly breeze and good visibility. 3/O (b)(6) properly relieved by 3/O (b)(6)

(b)(6)

June 15, 2022 23:45

Approver's CommentsReviewed on Saturday, June 18, 2022 06:01 by (b)(6)

Reviewed By

Date

Approved By

Date

Enclosure (2)

Page 5 of 5

**From:** (b)(6) CIV  
**To:** (b)(6) CIV USN COMSC LANT NORFOLK (USA); HUMPHREYS MASTER  
**Cc:** (b)(6) CIV; (b)(6) CIV  
**Subject:** RE: De-fueling SMS  
**Date:** Monday, June 20, 2022 2:22:16 PM

---

(b)(6)

There is not a specific SMS procedure that covers defueling.

CAPTAIN (b)(6)  
USNS JOSHUA HUMPHREYS (T-AO 188)  
Master's Office: (b)(6)  
Cell: (b)(6)  
NIPR: (b)(6)

---

**From:** (b)(6) CIV USN COMSC LANT NORFOLK (USA)  
[mailto:(b)(6)]  
**Sent:** Friday, June 17, 2022 2:03 PM  
**To:** HUMPHREYS MASTER  
**Subject:** De-fueling SMS

Captain,

Is there an SMS procedure that covers de-fueling? If so, can I get a copy?

Looking forward to talking with you and members of your crew on Tuesday morning.

In the meantime, have a great weekend!

Very Respectfully,

(b)(6)

(b)(6)  
N33 - Future Ops/Plans  
Diving, Towing & Salvage Officer  
MSCLANT  
Work: (b)(6)  
DSN: (b)(6)  
NIPR: (b)(6)  
SIPR: (b)(6)

Encl (3)

Enclosure (3)  
Page 1 of 1

**Investigating Officer's Statement ICO USNS JOSHUA HUMPHREYS (JHY) Oil Spill on 15 June 2022**  
**Notes of Discussions with Various Interviewees**

**(b)(6) Ship's Master, 21 June 22 in person meeting onboard JHY**

- Fuel offload was to support ROH preps
- ABS has ordered seamed Copper Nickel piping cannot be utilized on new build construction
- Existing ships need to be grandfathered
- The ship is more than 36 years old
- Rupture occurred at a seam in the riser
- Station valves were designed for loading only. Check valves have to be tied open to allow for fuel to be offloaded
- Rupture occurred at an unused station
- **(b)(6)** QA Supervisor, Craney Island Fuel Depot did not visit ship prior to email statement

**(b)(6) Ship's Chief Engineer, 21 June 22 in person meeting onboard JHY**

- Mitigation equipment and materials staged prior to commencing operations

**(b)(6) Ship's Chief Mate, 21 June 22 in person meeting onboard JHY**

- First Officer **(b)(6)** was stationed at the discharge riser
- Seated with back to Station 7A to view pressure gauge
- His attention was mostly on the discharge pressure gauge after fuel started flowing
- Maximum pressure at the discharge riser was 80 psi
- No spike in pressure was observed prior to the rupture
- Startled by noise
- Immediately hit E-Stop upon noting the fuel
- Check valves remained tied open

**(b)(6) Ship's Cargo Engineer, 21 June 22 in person meeting onboard JHY**

- Started pumping at 1435
- Pumping pressure was increased in 20 psi increments
- At time of rupture, 100 psi had been ordered at approximately 1455
- Entire system is pressurized when defueling

**(b)(6) Ship's Operations Chief, 21 June 22 in person meeting onboard JHY**

- Provided tour of pertinent areas
- Provided copies of emails

**(b)(6) QA Supervisor, Craney Island Fuel Depot, 22 June 22 telephone conversation**

- Not impressed with ship's material condition or crew response
- Fuel entering water via downcomers and scuppers
- Diapers were saturated
- Piping dumping fuel on tank deck
- Valves in open position at receiving station
- Pier watch reported check valve slammed close
- Ship resumed pumping then rupture occurred

MST1 (b)(6) USCG Sector Pollution Control, 22 June 22 telephone conversation

- Ship and piping are old
- System had recently been hydro'd to 225 psi which may have weakened the seam
- Poor design that requires entire system to be pressurized for offload
- Crew had "phenomenal" response
- Better system design would probably preclude recurrence

(b)(6) Lead Environmental Protection Specialist, NAVSTA Norfolk, 22 telephone conversation

- Crew response was quick
- Did everything right

(b)(6) ABS Surveyor, 17 June telephone conversation

- CG 835 initiated
- No anomalies by crew or ship
- Ship was built in 1984



**From:** (b)(6) CIV USN COMSC LANT NORFOLK (USA)  
**To:** (b)(6) CIV USN COMSC LANT NORFOLK (USA)  
**Subject:** FW: COPIES ALL ALL OPS CHIEF'S CORRESPONDENCE REGARDING FUEL SPILL ON 15JUN22  
**Date:** Monday, June 27, 2022 11:09:31 AM

---

**From:** (b)(6) CIV  
**Sent:** Monday, June 27, 2022 11:38 AM  
**To:** (b)(6) CIV  
**Subject:** RE: COPIES ALL ALL OPS CHIEF'S CORRESPONDENCE REGARDING FUEL SPILL ON 15JUN22

(b)(6)

Before we got to Craney Island we conducted a satisfactory pressure test at sea at 225 psi. Max pressure during a underway replenishment 100psi. I gave the order to commence pumping after SMS checkoff sheet was complete and permission was granted by the Master. I slowly increased to minimum pressure (40psi) as was taught in Tankerman PIC school. They taught us if there is going to be a problem most likely it will be when you first start pumping. After everything was stable and there were no problems, we slowly increased to (60psi) and waited several minutes for flow to stabilize. I made sure there weren't any spikes in pressure which there wasn't and continued to 80psi, which was my desired psi. The offload and stripping would take about 12-15 hours, and we were on a schedule for tank cleaning and rafting to be completed before our shipyard period. If you have anymore question please feel free contact me. Thank you

V/R

2/O (b)(6)

Cargo Mate

USNS JOSHUA HUMPREYS (T-AO 188)

(b)(6)

(b)(6)

"Therefore don't worry about tomorrow,  
For tomorrow will worry about itself.  
Each day has enough worry on its own."

Encl (5)

Enclosure (5)  
Page 1 of 1

**From:** (b)(6) LT NAVRESFORCOM  
**To:** (b)(6) CIV USN COMSC NORFOLK VA (USA); (b)(6) CIV USN COMSC LANT NORFOLK (USA)  
**Subject:** FW: 20220615 CG 2692 USNS JOSHUA HUMPHREYS CARGO FUEL SPILL AT CRANEY ISLAND FUEL DEPOT (CIFD) "MSCLANT\_N3\_SDO@us.navy.mil"  
**Date:** Thursday, June 16, 2022 12:00:24 PM

(b)(6)

The last update the SDO got just before nightfall yesterday.

V/R

LT (b)(6)

**From:** (b)(6) CIV <(b)(6)>  
**Sent:** Wednesday, June 15, 2022 8:23 PM  
**To:** (b)(6) CIV <(b)(6)>; inspectorvacc@uscg.mil;  
(b)(6) (b)(6)  
**Cc:** (b)(6) CIV USN COMSC LANT NORFOLK (USA);  
(b)(6); (b)(6)  
(b)(6); (b)(6) CIV USN COMSC NORFOLK VA (USA);  
(b)(6); (b)(6) CIV  
(b)(6); (b)(6) CIV USN COMSC NORFOLK VA  
(USA) (b)(6); (b)(6) CIV USN COMSC LANT NORFOLK  
(USA) (b)(6); (b)(6) CIV USN COMSC LANT NORFOLK  
(USA) (b)(6); (b)(6) CAPT USN COMSC LANT  
NORFOLK (USA) (b)(6); (b)(6)  
(b)(6) (b)(6) CIV  
(b)(6); MSCLANT\_N3\_SDO@us.navy.mil; HUMPHREYS DECK  
OFFICERS <DECKOFFICERS@humphreys.navy.mil>; HUMPHREYS OPS <OPS@humphreys.navy.mil>;  
(b)(6) (b)(6)  
(b)(6)  
**Subject:** RE: 20220615 CG 2692 USNS JOSHUA HUMPHREYS CARGO FUEL SPILL AT CRANEY ISLAND FUEL DEPOT (CIFD) "MSCLANT\_N3\_SDO@us.navy.mil"

All,

As of 2015 local, repairs have been made to the 3 sources of leaked fuel by ships force:

- Station 7A JP-5/F44 has been blanked off on the tank deck
- Station 5A JP-5/F44 valve bonnet gasket has been replaced
- JP-5/F44 Header Low Point Drain has been blanked off with new gaskets

Cleanup activities continue onboard - 85% of onboard cleanup has been completed. Cleaning will continue tonight until 100% completion.

Enclosure (6)

Page 1 of 3

Encl (6)

(b)(6)

Chief Engineer

(b)(6)

(b)(6)

USNS Joshua Humphreys T-AO 188

**From:** (b)(6) CIV  
**Sent:** Wednesday, June 15, 2022 11:08 PM  
**To:** inspectorvacc@uscg.mil; (b)(6) (b)(6)  
**Cc:** (b)(6) CIV USN COMSC LANT NORFOLK (USA); (b)(6) (b)(6)  
(b)(6) CIV USN COMSC NORFOLK VA (USA); (b)(6) CIV; (b)(6)  
CIV USN COMSC NORFOLK VA (USA); (b)(6) CIV USN COMSC LANT NORFOLK (USA);  
(b)(6) CIV USN COMSC LANT NORFOLK (USA); (b)(6) CAPT USN COMSC  
LANT NORFOLK (USA); (b)(6) CIV; (b)(6) (b)(6) CIV;  
MSCLANT\_N3\_SDO@us.navy.mil; HUMPHREYS DECK OFFICERS; HUMPHREYS OPS;  
(b)(6) (b)(6) (b)(6)  
**Subject:** 20220615 CG 2692 USNS JOSHUA HUMPHREYS CARGO FUEL SPILL AT CRANEY ISLAND FUEL  
DEPOT (CIFD) 'MSCLANT\_N3\_SDO@us.navy.mil'

Good evening USCG Sector Virginia,

Please see attached CG 2692 and pictures. ABS plans to attend vessel tomorrow morning 06/16.  
LIONS SY to attend vessel ISO IA assist for repair plan tomorrow morning 06/16. All personnel  
involved in incident have received DRUG and ALCOHOL test. All alcohol test negative. Urinalysis  
results will be provided SEPCOR if positive results returned on any individuals. USCG SECTOR  
POLLUTION CONTROL team MST1 (b)(6) and MST3 (b)(6) aboard at 1819L, departed at  
1844L. POLLUTION CONTROL team stated satisfied with ongoing cleanup efforts and containment of  
spill.

WHO: USNS HUMPHREYS

WHAT: OIL SPILL (APPROXIMATE 75 GALLONS ON THE SHIP, 150 GALLONS IN THE WATER, 50  
GALLONS ON THE PIER)

WHERE: CFID PORTSMOUTH VA, PIER - NORTH DELTA.

WHEN: 1503 LOCAL, 15 JUNE 2022.

WHY: JP5 - 7" PIPE TO FUEL STATION 7A RISER RUPTURE. BONNET VALVE GASKET LEAK AT FUEL  
STATION 5A FAILED. THE OIL BOOM WAS IN PLACE AND SPILL WAS CONTAINED. SHIPS FORCE IS  
WORKING ON CLEANING UP FUEL SPILLED ON THE SHIP, WHILE CFID PERSONNEL WORKING ON  
CLEANING UP FUEL IN THE WATER AND ON PIER DELTA NORTH. NATIONAL RESPONSE EVENT  
NUMBER IS 1338851.

TELEPHONIC REPORT TO NATIONAL RESPONSE CENTER WAS MADE:

- 1524 MSCLANT SDO: LT (b)(6)
- 1530 NATIONAL RESPONSE CENTER: (b)(6)
- 1540 NOSC NAVY REGION MID ATLANTIC NORFOLK VA: YN2 (b)(6)
- 1546 USCG HAMPTON ROADS: OS1 (b)(6)
- 1550 STATE AGENCY OF VIRGINIA: (b)(6)
- 1554 MSC ENVIRONMENTAL OFFICER: (b)(6) (N732) VOICE MSG.
- 1600 MSC FLEET BATTLE WATCH: LCDR (b)(6)

Enclosure (b)

Page 2 of 3

- 1628 USCG SECTOR POLLUTION CONTROL: NST1 (b)(6)

R/ CAPTAIN (b)(6)

USNS JOSHUA HUMPHREYS (T-AO 188)

Master's Office: (b)(6)

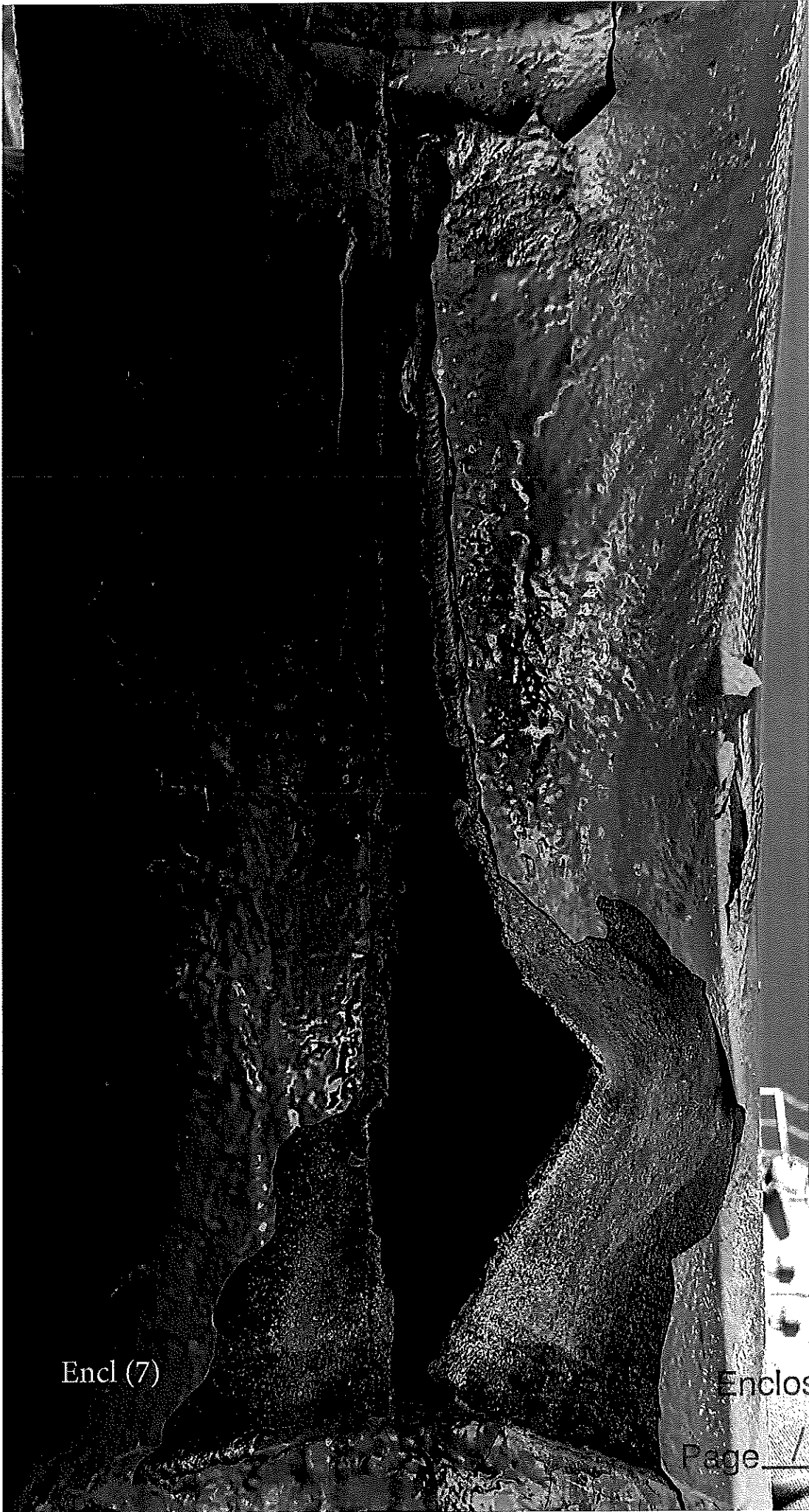
Radio: (b)(6)

Cell: (b)(6)

NIPR: (b)(6)

Enclosure (6)

Page 3 of 3



Encl (7)

Enclosure (7)

Page 1 of 1



Enclosure (8)  
Page 1 of 1





ENCL (9)

# UNLOADING CARGO FUEL & CARGO LUBE OIL CHECKLIST (T-AO)

Date: \_\_\_\_\_

Port: \_\_\_\_\_

Station(s): \_\_\_\_\_

## PRE TRANSFER PREPARATIONS:

- ☐ Transfer plan has been approved by Master and promulgated to all persons involved in operation.
- ☐ Confirm transfer plan meets stability requirements
- ☐ Ensure oil boom is rigged around ship.
- ☐ Verify all scuppers are plugged.
- ☐ Hoist Bravo flag or illuminate red mast light at night.
- ☐ If necessary, notify port control of intent to transfer cargo.
- ☐ Sample valves are shut and all cargo piping not in use is blanked off or connected to a hose with a probe or D2. This includes DFM and JP5 piping and tank deck low-point drains (PORT & STBD). (33 CFR §156.120C)
- ☐ Station containment tub valves in use are verified **OPEN to OWHT** and **CLOSED to Tank Deck**. Position of all other containment tub valves are verified. Wnsure E/R fill crossover valve is **CLOSED**.
- ☐ Ensure spill response kits are at each transfer station.
- ☐ Connect bonding cable, cargo hoses, and log times. Notify MOW
- ☐ Obtain pre transfer drafts and log.

## PRE TRANSFER CONFERENCE:

- ☐ Conduct pre transfer conference with shore PIC and sign Declaration of Inspection (DOI.)
- ☐ Cargo Mate conducts a pre transfer conference with Cargo Yeoman and Cargo Engineer including both liquid cargo and ballast plans. (33 CFR §156.120W)
- ☐ Cargo Engineer reports transfer system alignment with exception of station valves. (33 CFR §156.120A) Confirm tank order and overflow tank.
- ☐ Assign tank sounders to tanks and ensure they know final tank soundings.
- ☐ Assign stations to topside rovers.

## TRANSFER:

- ☐ Confirm tank sounders on station.
- ☐ Confirm topside rovers on station.

Military Sealift Command, Government Operations Safety Management Procedures Manual		Revision 0.1 5 May 2015
Cargo Mate	1 Year	Cargo Mates Files
Checklist 7.4-006-01-AO, Loading Cargo Fuel & Cargo Lube Oil Checklist		Page 1 of 2

## UNLOADING CARGO FUEL & CARGO LUBE OIL CHECKLIST (T-AO)

- ☐ Communications check with shore.
- ☐ Inspect hose connections and bonding cable.
- ☐ Receive Master's permission to commence transfer and log. Raise Bravo
- ☐ Commence 1 MC announcements for cargo operations and smoking lamp.
- ☐ Commence transfer and log.
- ☐ Confirm flow and ensure system integrity.
- ☐ Obtain cargo samples.
- ☐ Take drafts as required.
- ☐ Tend mooring lines as required.

### POST TRANSFER:

- ☐ Notify Master of cease transfer and log.
- ☐ Disconnect cargo hoses, bonding cable, and log.
- ☐ Take final soundings.
- ☐ Take final drafts and log.

Military Sealift Command, Government Operations Safety Management Procedures Manual		Revision 0.1 5 May 2015
Cargo Mate	1 Year	Cargo Mates Files
Checklist 7.4-006-01-AO, Loading Cargo Fuel & Cargo Lube Oil Checklist		Page 2 of 2

Enclosure (10)  
Page 2 of 2

## Daily Log

## Remarks Sheet

USNS Humphreys

Generated by ShipLog™

Report Date: Tuesday, June 21, 2022 06:57

Friday, August 06, 2021

1200-1600

Vessel securely moored as before. Watch manned as before.

1238 Stop main pump JP5.

1244 W/O completed round about the vessel; all in apparent good order.

1245 Commence stripping JP5.

1358 Stop stripping JP5 10C.

1424 W/O completed round about the vessel; all in apparent good order.

1500 Quarterly NOSC Notification Exercise &amp; Qualified Individual Notification Exercise completed IAW

33 CFR 155.1060 by 3/O (b)(6) MSCLANT SDO, National Response Center, NOSC, MSC Fleet Battle Watch, Norfolk Navsta CDO, MSC Environmental Officer, USCG Hampton Roads, and State

Agency of Virginia all contacted and confirmed phone numbers. DFM MLA connected.

1545 Master grants permission to resume fuel offload operations. Chief Mate's night orders, Master's standing orders, COMSC instructions, &amp; USCG directives followed throughout the watch. Frequent rounds made about the vessel. 3/O (b)(6) properly relieved of the watch by 3/O (b)(6)

(b)(6)

August 06, 2021 16:00

Approved on Tuesday, November 30, 2021 13:02 by (b)(6)

Reviewer's Comments

Reviewed By

Date

Approved By

Date

Enclosure (//)

Page 1 of 1

Encl (L1)

## Daily Log

## Remarks Sheet

USNS Humphreys

Generated by ShipLog™

Report Date: Tuesday, June 21, 2022 08:53

Friday, December 03, 2021

0800-1200

Vessel securely moored as before. On watch: 3/O (b)(6) with A/B (b)(6) O/S (b)(6) and A/B (b)(6) alternating as gangway security and roving patrol.

0814 W/O completed round about the vessel; all in apparent good order.

1031 W/O completed round about the vessel; all in apparent good order.

**1100 Deck Department conducted the Quarterly SOPEP Training / Drill w/t NOSC call as per 33 CFR 155.1060 on December 3, 2021 from 1030 to 1100. Twenty-One (21) persons participated in the training / drill for a total of 15.75 MHRs.**

1145 Vessel securely moored as before in calm conditions with a gentle SE'ly breeze and clear skies. Chief Mate's night orders, Master's standing orders, COMSC instructions, & USCG directives followed throughout the watch. Frequent rounds made about the vessel. 3/O (b)(6) retains the watch.

(b)(6)

December 03, 2021 12:00

Approver's Comments

Reviewed on Tuesday, December 21, 2021 17:38 by (b)(6)

Reviewed By

Date

Approved By

Date

Encl (12)

Enclosure (12)

Page 1 of 1

## Daily Log

## Remarks Sheet

USNS Humphreys

Generated by ShipsLog™

Report Date: Tuesday, June 21, 2022 08:56

Saturday, March 05, 2022

1200-1600

Vessel securely moored as before. On watch: 2/O (b)(6) with A/B (b)(6) and A/B (b)(6) alternating at gangway security and roving patrol. Visitor Badges inventoried: (19) Red (Restricted, Escort Required), (29) Yellow (Restricted, No Escort), and (10) White (Unrestricted, No Escort). Duty Engineer: 3A/E (b)(6) Visitors and contractors aboard as per gangway visitor log book. Continue welding as before in the fwd fork truck shop.

1305 W/O completed round about the vessel; all in apparent good order. W/O conducted RAM #3 of set 7.

1314-1332 Cargo Mate (b)(6) conducted quarterly NOSC phone notification drill.

1525 W/O completed round about the vessel; all in apparent good order.

1545 Vessel is securely moored in calm harbor conditions under overcast skies, with SE'ly gentle breeze and good visibility. Master's Standing orders, Chief Mate's Night Orders, USCG, MARPOL, and Port Regulations were followed throughout the watch.

(b)(6)

March 05, 2022 16:00

Approved on Tuesday, March 08, 2022 11:45 by

(b)(6)

Reviewed on Tuesday, March 08, 2022 01:23 by

(b)(6)

Reviewed By

Date

Approved By

Date

Enclosure (/3)

Encl (13)

Page 1 of 1



## Daily Log

## Remarks Sheet

USNS Humphreys

Generated by ShipsLog™

Report Date: Tuesday, June 21, 2022 06:52

Tuesday, March 29, 2022

1200-1600

1145 Vessel securely moored as before. Watch manned as before.

1230 W/O conducted fire and security rounds, all found in apparent good order.

**1300-1315 Deck Department completes quarterly SOPEP oil spill drill in accordance with 33 CFR 155.1060 (e) (1) and the vessel oil spill response plan. 19 people participated for a total of 4.8 man hours.**

1330 W/O conducted fire and security rounds, all found in apparent good order.

**1400 W/O conducted RAM #9 of set 2**

1430 W/O conducted fire and security rounds, all found in apparent good order.

1517 Oily waste transfer secured.

1545 Vessel is securely moored in calm harbor conditions, with a moderate SW'ly breeze. LTJG (b)(6) properly relieved by 2/O (b)(6)

(b)(6)

March 29, 2022 15:37

Approved on Monday, May 02, 2022 14:03 by (b)(6)Reviewed on Thursday, March 31, 2022 16:18 by (b)(6)

Reviewed By

Date

Approved By

Date

Encl (14)

Enclosure (14)

Page 1 of 1

**From:** (b)(6) CIV  
**To:** (b)(6) CIV  
**Cc:** (b)(6) CIV USN COMSC LANT NORFOLK (USA); (b)(6) CIV (USA)  
**Subject:** RE: (b)(6) REQUESTS  
**Date:** Saturday, June 25, 2022 3:44:15 PM

---

(b)(6)

The CG 835 was closed after we passed the HYDO test. IRT the urinalysis test we would have been contacted if any came back positive so the rightful assumption is as expected that all were negative. The only time you are contacted is if there is a positive.

R/ CAPTAIN (b)(6)

USNS JOSHUA HUMPHREYS (T-AO 188)

**From:** (b)(6) CIV  
**Sent:** Saturday, June 25, 2022 7:33 PM  
**To:** (b)(6) CIV  
**Subject:** (b)(6) REQUESTS

Good afternoon Captain,

FYI,

Since yesterday, (b)(6) has requested three additional items for his report; 1. Urinalysis results (reported no positives at this time). 2. 835 that was issued on 06/16/22, (The system has been operationally tested with a pressure of 60 psi at the pump. No leaks were noted). 3. References that directed hydrostatic test (33CFR 156.170 & 107 and ABS requirements. Copies of emails were sent to him.

V/R

OPSCHIF

Encl (15)

Enclosure (15)  
Page 1 of 1

(continued)

5. Vessel Name USNS JOSHUA HUMPHREYS	6. Inspection Type Damage Survey
---	-------------------------------------

[illegible]

10	Deficiency Rectified	60	Rectify deficiencies prior to movement	66	Prior to drilling or production operations		ACTION CODE
15	Rectify deficiencies by next port	40	Rectify deficiencies prior to next US port after sailing foreign	701	Prior to carriage of passengers/cargo	a	To the satisfaction of RO
16	Rectify deficiencies w/in 14 days	30	Ship detained	702	Prior to embarking on International Voyage	c	To the satisfaction of the Coast Guard
60	Rectify deficiencies w/in 30 days	20	Ship expelled	703	Prior to bunkering operations	d	To the satisfaction of the SIP/TBSIP coordinator
17	Rectify deficiencies prior to departure	25	Ship denied entry	705	Other:		

Page 1 of 5

## VESSEL INSPECTION REQUIREMENTS

4. ON/IMO#  
8302428

6. Inspection Type  
Damage Survey

7. Alternate Inspection Program: ☒ ACP ☐ MSP ☐ MSP Select ☐ TSMS ☐ SIP/TBSIP ☐ N/A - Traditionally Inspected

Nature of Deficiency: The vessel representative must inform the Recognized Organization, the Coast Guard, and/or the Streamlined Inspection Program (SIP/TBSIP) Coordinator, as applicable, when the following item(s) have been corrected. Note: "RO" includes ROs (33 CFR 96), Authorized Classification Societies (48 CFR 8), and Third Party Organizations (48 CFR 139).

[illegible]

9. Copy Provided to:	(b)(6)	(b)(6)
	(Printed name of vessel representative)	Signature: (b)(6)
Phone Number:	(b)(6)	Email: see above
Name of MI:	(b)(6)	(b)(6)
	(Printed name of qualified marine inspector)	Signature: (b)(6)
Phone Number:	(b)(6)	Email: (b)(6)

10. Copies forward to - check as appropriate: ☐ OTHER: \_\_\_\_\_

☒ Vessel Owner ☐ PSC Authority ☐ RO ☐ COMDT (CG-CVC) ☐ CG-5P-TI ☐ CG District: \_\_\_\_\_ ☐ CG Area: \_\_\_\_\_

Codes for action taken, see below (Note: code numbers are derived from international harmonization; U.S. uses similar codes and those are reflected below.)

10	Deficiency Rectified	60	Rectify deficiencies prior to movement	66	Prior to drilling or production operations		ACTION CODE
15	Rectify deficiencies by next port	40	Rectify deficiencies prior to next US port after sailing foreign	701	Prior to carriage of passengers/cargo	a	To the satisfaction of RO
16	Rectify deficiencies w/in 14 days	30	Ship detained	702	Prior to embarking on International Voyage	c	To the satisfaction of the Coast Guard
50	Rectify deficiencies w/in 30 days	20	Ship expelled	703	Prior to bunkering operations	d	To the satisfaction of the SIP/TBSIP coordinator
17	Rectify deficiencies prior to departure	25	Ship denied entry	706	Other:		

Page 2 of 5

ENCL (16)

(continued)

## VESSEL INSPECTION REQUIREMENTS INSTRUCTIONS

The Vessel Inspection Requirements form (CG-835V) is intended to document deficiencies on vessels that have been issued a Coast Guard Certificate of Inspection (COI) and to provide documentation to the various parties associated with inspection activities.

BOX 1: All dates should be written in mm/dd/yyyy format (use automated date feature if filling out electronically).

BOX 2: Enter the name of the unit performing the inspection (use drop down menu if filling out electronically).

BOX 3: Enter the MISLE Activity number associated with the inspection activity.

BOX 4: Enter the Official Number or IMO Number of the vessel. If a vessel is assigned both an IMO number and an official number, the IMO number is preferred.

BOX 5: Enter the name of the vessel as it appears on the Certificate of Inspection (COI).

BOX 6: Select the appropriate inspection type. If filling out by hand, see the CG-CVC Marine Inspector Resource Page on CGPortal for a list of Inspection Types.

BOX 7: Select Alternate Inspection Program as applicable. If the vessel is not enrolled in Alternate Inspection Program select "N/A - Traditionally Inspected."

BOX 8:

**No:** Enter the deficiency number (e.g., 1, 2, 3, etc). Deficiencies should be listed in order of control action severity, listing deficiencies most restrictive in nature first.

**Deficiency Code:** Enter the applicable deficiency code. A list of deficiency codes is available on the Marine Inspector Resource Page on the CGPortal.

**Description:** Deficiency descriptions should be direct, succinct, quantifiable, and use descriptive language where possible. Deficiency statements should state the requirement and how the requirement is not met. See CVC-PR-001 (series) *Issuing and Documenting Deficiencies on U.S. Flag Vessels*.

**Cite:** Insert applicable cite for the deficiency.

**Action:** Select applicable code (10, 15, 16, etc).

**Action Code:** Select applicable action code (a, b, c, etc). **Note:** Up to two codes may be used per deficiency on the form (e.g. a/c). **Note:** code "b" is omitted on the CG-835V and is reserved for Port State Control purposes. **Note:** "to the satisfaction of the RO" should be selected for those deficiencies that are referred to Recognized Organizations (33 CFR 96), Authorized Classification Societies (46 CFR 8), and Third Party Organizations (46 CFR 139).

**SMS Related:** Check this box if the deficiency is objective evidence of an SMS non-conformity (see CVC-WI-003 (series) *USCG Oversight of Safety Management Systems on U.S. Flag Vessels*). If checked, the applicable ISM Code or TSMS citation should be provided in the "Cite" box, as applicable.

**Self-Reported:** Check this box if the deficiency was self-reported to the Coast Guard by the owner operator.

**Worklist Item:** Check this box if the item is considered a "worklist item." See CVC-PR-001 (series) *Issuing and Documenting Deficiencies on U.S. Flag Vessels*.

BOX 9: Enter the name and signature for the vessel representative receiving the form as well as appropriately qualified lead marine inspector. The use of stamps by either the vessel representative and/or the marine inspector to indicate an original document is optional.

BOX 10: Check the appropriate boxes for any additional parties that will be forwarded a copy of the CG-835V.

Enclosure (16)

Page 4 of 3



## VESSEL INSPECTION REQUIREMENTS RIGHTS OF APPEAL

46 Code of Federal Regulations Subpart 1.03-15

33 Code of Federal Regulations Subpart 101.420; 127.015; 128.311; 154.1075; 160.7

Any person directly affected by a decision or action of an OCMI or an order or direction of a COTP may, **after requesting reconsideration to the cognizant OCMI**, make a formal appeal, via the office of the cognizant OCMI, to the District Commander of the district in which the cognizant OCMI is located.

A list of OCMI's and Corresponding Coast Guard District Contact information is available on the Coast Guard Office of Commercial Vessel Compliance (CG-CVC) webpage located at:  
<http://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/Commercial-Vessel-Compliance/>

When requesting that a decision, action, order or direction be reconsidered or reviewed, such request must be made within 30 days after the decision is rendered or the action is taken.

When making a formal appeal, such appeal must be submitted in writing and received by the authority to whom the appeal is required to be made within 30 days after the decision, action, order or direction being appealed, or within 30 days after the last administrative action required by this subpart. Upon written request and for good cause, the 30 day time limit may be extended by the authority to whom the appeal is required to be made..

A formal appeal must contain a description of the decision, action, order, or direction being appealed and the appellant's reason(s) why the decision, action, order or direction should be set aside or revised.

Formal appeals involving vessel inspection or related issues addressed to the Commandant should be sent to [CG-CVC@uscg.mil](mailto:CG-CVC@uscg.mil) only after requesting reconsideration from the cognizant OCMI and/or appealing the decision of the District Commander.

Failure to submit a formal appeal in accordance with these procedures and time limits results in the decision, action, order or direction becoming final agency action.

### UNIT CONTACT INFORMATION

Enclosure (1/0)

Page 5 of 5



## Preliminary Report

Vessel Name: USNS JOSHUA HUMPHREYS  
Work Order: 5328530  
First Visit Date: 16-Jun-2022  
Last Visit Date: 30-Jun-2022

### SURVEY AFTER CONSTRUCTION VESSEL REPORT

Vessel Name USNS JOSHUA HUMPHREYS  
Class Number 8700818  
IMO Number 8302428

This is to certify that the undersigned surveyor(s) to this Bureau, did at the request of the Owner's representative, attend the subject Vessel from 16-Jun-2022 to 30-Jun-2022 as the vessel lay afloat at Portsmouth in order to carry out the survey(s) noted below.

Survey Task	Task Status	Finding Issued
<b>Surveys for Classification</b>		
Intermediate Hull Survey 8	Commenced	No
Survey for Compliance - Class	Commenced	No
<b>Statutory Surveys</b>		
Annual Safety Construction Survey 3	Commenced	No
Flag State Inspection Intervention	Commenced	Yes
Intermediate Safety Construction Survey 3	Commenced	No
Survey for Compliance - Statutory	Commenced	No

### Report Findings

#### Statutory Conditions

#### Opened Findings

Finding No	Status	Asset	Survey Task	Due Survey Task	Finding Type/ Criticality	Date Created	Due Date
1311.0	Open	Cargo Oil Stripping Piping	Flag State Inspection Intervention	Annual Safety Construction Survey 3	Outstanding/ Minor	16-Jun-2022	05-Sep-2022

#### Found

Self-Reported: Oil Spill has been reported on 15-June-2022 while discharging cargo caused by rupture of JP5 - 7-inch Pipe to Fuel Station 7A Riser and Bonnet Valve (CF-PV745) gasket leak at Fuel Station 5A.

16-June-2022, the attending surveyor did verify that Fuel Station 7A has been blanked/isolated from the main system, and changed gasket in the Bonnet Valve (CF-PV745). The system has been operationally tested with a pressure of 60 psi at the pump. No leaks were noted.

#### Recommended

It is recommended the above-noted items are to be permanently repaired and the entire JP5 piping system be tested to the satisfaction of the  
NOTE: This Report evidences that the survey reported herein was carried out in compliance with one or more of the Rules, guides, standards or other criteria of the American Bureau of Shipping and is issued solely for the use of the Bureau, its committees, its clients or other authorized entities. This Report is a representation only that the vessel, structure, item of material equipment, machinery or any other item covered by this Report has been examined by the surveyor and has met one or more of the Rules, guides, standards or other criteria of American Bureau of Shipping. The validity, applicability and interpretation of this Report is governed by the Rules and standards of American Bureau of Shipping who shall remain the sole judge thereof. Nothing contained in this Report or in any notation made in contemplation of this Report shall be deemed to relieve any designer, builder, owner, manufacturer, seller, supplier, repairer, operator or other entity of any warranty express or implied.

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## Preliminary Report

Vessel Name: USNS JOSHUA  
HUMPHREYS  
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Last Visit Date: 30-Jun-2022

attending surveyor.

Attending Surveyor(s):

(b)(6)



## Preliminary Report

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### REMAINING VERIFICATION POINTS

<i>Asset name</i>	<i>Inspection Type</i>
01 Deck	FINDINGS - 1304
Forecastle	FINDINGS - 1289
<i>Asset name</i>	<i>Inspection Type</i>
Accommodation Spaces	FINDINGS - 1301
Accommodation Spaces	FINDINGS - 1300
<i>Asset name</i>	<i>Inspection Type</i>
Controllable Pitch Propulsion System/Line Shafting PORT	FINDINGS - 1290
Stern Tube Lubricating System	FINDINGS - 1298
<i>Asset name</i>	<i>Inspection Type</i>
OUTFITTING/Confirmation of Compliance	Examination
OUTFITTING/Photo Requirements	Examination
<i>Asset name</i>	<i>Inspection Type</i>
USNS JOSHUA HUMPHREYS	FINDINGS - FC-2802710326937-179 0578
<i>Asset name</i>	<i>Inspection Type</i>
Aft Peak Tank	Thk. Meas
Ballast	Overall Survey
Ballast	Hydro Test
Ballast	Thk. Meas
Ballast	Closeup Survey

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Cargo Hold	Closeup Survey
Cargo Hold	Thk. Meas
Cargo Hold	Overall Survey
Cargo Oil or Ballast Water	Hydro Test
Cargo Oil or Ballast Water	Thk. Meas
Cargo Oil or Ballast Water	Overall Survey
Cargo Oil or Ballast Water	Closeup Survey
Cargo Tank	Closeup Survey
Cargo Tank	Coating Cond.
Cargo Tank	Examination
Cargo Tank	Thk. Meas
Cargo Tank	Overall Survey
Cargo Tank	Hydro Test
Double Bottom Tank	Overall Survey
Fore Peak Tank	Thk. Meas
Fuel Oil Deep Tank 02 P	FINDINGS - 1307
Independent Cargo Tank - Gravity Type/Liquefied Gas	Press. Test
Independent Cargo Tank - Internal Insulation Type 1 & 2/Liquefied Gas	Press. Test
Independent Cargo Tank - Membrane Type/Liquefied Gas	Press. Test
Independent Cargo Tank - Pressure Type incl. Type C/Liquefied Gas	Press. Test
Independent Cargo Tank - Type A/Liquefied Gas	Press. Test
Independent Cargo Tank - Type B/Liquefied Gas	Press. Test
Pipe Tunnel / Duct Keel	Thk. Meas
Wing Tank	Closeup Survey



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<i>Asset name</i>	<i>Inspection Type</i>
Ballast System/Pipe	Examination
Cargo Tank Venting System	Ops. Test
Cargo Tank Venting System	Examination
Cargo Tank Venting System/Pipe	Examination
Cargo Tank Venting System/Pressure / Vacuum Valve	Ops. Test
Cargo Tank Venting System/Pressure / Vacuum Valve	Examination
Crude Oil Washing System/Pipe	Examination
Crude Oil Washing System/Pipe	Ops. Test
Flame Arrestor	Examination
Flame Arrestor	Ops. Test
Fuel Oil Storage and Transfer System/Pipe	Examination
Oil Carrier Cargo Piping System/Pipe	Ops. Test
Oil Carrier Cargo Piping System/Pipe	Examination
Steam Piping System/Pipe	Examination

<i>Asset name</i>	<i>Inspection Type</i>
Bottom Shell	Thk. Meas
Freeboard Deck	Closeup Survey
Freeboard Deck	Thk. Meas
Hull	Thk. Meas
Hull	Overall Survey
Hull	Closeup Survey
Side Shell	Thk. Meas



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Side Shell	Examination
Superstructure Deck	Thk. Meas

Asset name	Inspection Type
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COMPARTMENT/All Tanks and Spaces	Overall Survey
COMPARTMENT/Internal Examination	Overall Survey
OUTFITTING/Photo Requirements	Examination
OUTFITTING/Survey Planning Meeting	Document Verification
OUTFITTING/Thickness Measurements Report	Document Verification
STRUCTURE/Survey at Sea or at Anchorage	Examination

Asset name	Inspection Type
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Enhanced Survey Report File	Document Verification
Letter of Review	Document Verification
Survey Planning Document	Document Verification
Survey Program	Document Verification

Asset name	Inspection Type
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OUTFITTING/Confirmation of Compliance	Examination
OUTFITTING/Photo Requirements	Examination

Asset name	Inspection Type
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Rescue Boat	FINDINGS - 1305
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Asset name	Inspection Type
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Stern Tube Lubricating System	FINDINGS - 1293
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<i>Asset name</i>	<i>Inspection Type</i>
OUTFITTING/ACS and ACA Office Notification	Document Verification
OUTFITTING/Deficiencies Not Consistent	Document Verification
OUTFITTING/FS Deficiency List Attached	Document Verification
OUTFITTING/Flag State Notification	Document Verification
OUTFITTING/Flag State Special Instructions	Document Verification
OUTFITTING/Form AB-FSI	Document Verification
OUTFITTING/PR-17 Created?	Document Verification
OUTFITTING/Photo Requirements	Examination
OUTFITTING/Survey Expanded?	Document Verification
STRUCTURE/Survey Requirements	Examination

<i>Asset name</i>	<i>Inspection Type</i>
Access to Bow and about Weather Deck	External Examination
Accommodation Ladder	External Examination
Cargo Securing Manual	Document Verification
Certificates	Document Verification
Coating Technical File	Document Verification
Condition Evaluation Report	Document Verification
Damage Control Plans & Booklet	Document Verification
Deck Log Book	Document Verification
Emergency Towing Procedure/Booklet	Document Verification
Engine Log Book	Document Verification
Engine Room Telegraph	Annual Ops. Test



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Enhanced Survey Report File	Document Verification
Fueling Port	External Examination
Ladder	External Examination
Letter of Review	Document Verification
Load Line Marks	External Examination
Log Book/Calibration Record/Insulation Resistance Reading of Electric Motor and Generator	Examination
Maintenance and Engineering Instructions	Document Verification
Mooring Fittings	External Examination
Operating Instructions of Steering Changeover Procedures	Document Verification
Operating Log and Maintenance Book	Document Verification
Operating/Technical Manual	Document Verification
Operation and Maintenance Manual	Document Verification
Permanent Means of Access	External Examination
Portable Gas Analyzer	External Examination
Rudder Angle Indicator	Annual Ops. Test
Rudder Angle Indicator	External Examination
Ship Structure Access Manual	Document Verification
Ship's Plans/Designs	Document Verification
Stanchions and Guard Rails	External Examination
Survey Program	Document Verification
Towing Arrangements	External Examination
USCG or ABS approved periodic Automation Test Safety Procedure	Annual Ops. Test

*Asset name*

*Inspection Type*

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## Preliminary Report

Vessel Name: USNS JOSHUA HUMPHREYS  
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Anchor	External Examination
Anchor Chain	External Examination
Bilge System	Annual Ops. Test
Boiler Fuel Oil Service Piping System	External Examination
Bollard	External Examination
Capstan	External Examination
Cargo Tank Venting System	External Examination
Chain	External Examination
Chain Accessories	External Examination
Chain Stopper	External Examination
Chock	External Examination
Expansion Joint	External Examination
Fuel Oil Service System	External Examination
Fuel Oil Storage and Transfer System	External Examination
Gas Fuel System	External Examination
Hydraulic Oil System	External Examination
Inlet Valve	Annual Ops. Test
Interior Communication System	External Examination
Interior Communication System	Annual Ops. Test
Lubricating Oil Service System	External Examination
Lubricating Oil Service System for Steam Turbines	External Examination
Lubricating Oil Storage and Transfer System	External Examination
Lubricating Oil System for Reduction Gears	External Examination
Oil Pressurization System	External Examination



## Preliminary Report

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Outlet Valve	Annual Ops. Test
Pipe	External Examination
Remote Propulsion Control System	Annual Ops. Test
Remote Propulsion Control System	External Examination
Sea Water Circulation and Cooling System/Expansion Joint	External Examination
Seawater System/Expansion Joint	External Examination
Ship Side Valve	Annual Ops. Test
Steering Gear Control and Alarm System	Annual Ops. Test
Steering Gear Control and Alarm System	External Examination
Steering Gear System	External Examination
Steering Gear System	Annual Ops. Test
Stern Tube Lubricating Oil System	External Examination
Temporary Mooring System	External Examination
Thermal Oil Heating System	External Examination
Ventilation System	Annual Ops. Test
Watch Monitoring and Alarm Transfer System	Annual Ops. Test
Winch	External Examination
Windlass	External Examination

<i>Asset name</i>	<i>Inspection Type</i>
Ballast	Annual Overall Survey
Category A Machinery Space	Annual Overall Survey
Machinery Space	Annual Overall Survey
Service Space	Annual Overall Survey



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<i>Asset name</i>	<i>Inspection Type</i>
MACHINERY/Dread Ship Condition Recovery	External Examination
MACHINERY/Power Operated Trucks	External Examination
OUTFITTING/Asbestos-free Declaration	Document Verification
OUTFITTING/Emergency Towing Arrangements	External Examination
OUTFITTING/IMO Number	External Examination
OUTFITTING/Material Safety Data Sheet	Document Verification
OUTFITTING/Photo Requirements	Examination
OUTFITTING/Vessel Condition and Operation	Document Verification
STRUCTURE/Master's Confirmation	General Verification

<i>Asset name</i>	<i>Inspection Type</i>
Access to Bow and about Weather Deck	Examination
Accommodation Ladder	Examination
Cargo Securing Manual	Document Verification
Certificates	Document Verification
Coating Technical File	Document Verification
Condition Evaluation Report	Document Verification
Damage Control Plans & Booklet	Document Verification
Deck Log Book	Document Verification
Emergency Towing Procedure/Booklet	Document Verification
Engine Log Book	Document Verification
Engine Room Telegraph	Ops. Test
Enhanced Survey Report File	Document Verification



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Fueling Port	Examination
Insulation Resistance Reading of Circuit	Document Verification
Ladder	Examination
Letter of Review	Document Verification
Load Line Marks	Examination
Log Book/Calibration Record/Insulation Resistance Reading of Electric Motor and Generator	Examination
Maintenance and Engineering Instructions	Document Verification
Mooring Fittings	Examination
Operating Instructions of Steering Changeover Procedures	Document Verification
Operating Log and Maintenance Book	Document Verification
Operating/Technical Manual	Document Verification
Operation and Maintenance Manual	Document Verification
Permanent Means of Access	Examination
Portable Gas Analyzer	Examination
Rudder Angle Indicator	Examination
Rudder Angle Indicator	Ops. Test
Ship Structure Access Manual	Document Verification
Ship's Plans/Designs	Document Verification
Stanchions and Guard Rails	Examination
Stem	Examination
Stern Frame	Examination
Structural Fire Protection	Examination
Survey Program	Document Verification
Towing Arrangements	Examination



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USCG or ABS approved periodic Automation Test Safety Procedure

Ops. Test

Ventilator

Examination

*Asset name*

*Inspection Type*

Anchor

Examination

Anchor Chain

Examination

Anchor Handling System

Examination

Bilge System

Ops. Test

Boiler Fuel Oil Service Piping System

Examination

Bollard

Examination

Capstan

Examination

Cargo Tank Venting System

Examination

Chain

Examination

Chain Accessories

Examination

Chain Stopper

Examination

Chock

Examination

Expansion Joint

Examination

Fired Boiler

Examination

Fired Boiler/Safety / Relief Valve

Ops. Test

Fired Exhaust Gas Boiler

Examination

Fired Exhaust Gas Boiler/Safety / Relief Valve

Ops. Test

Fired Thermal Oil Heater

Examination

Fired Thermal Oil Heater/Safety / Relief Valve

Ops. Test

Fuel Oil Service System

Examination





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Fuel Oil Storage and Transfer System	Examination
Gas Fuel System	Examination
Hydraulic Oil System	Examination
Inlet Valve	Ops. Test
Interior Communication System	Examination
Interior Communication System	Ops. Test
Lubricating Oil Service System	Examination
Lubricating Oil Service System for Steam Turbines	Examination
Lubricating Oil Storage and Transfer System	Examination
Lubricating Oil System for Reduction Gears	Examination
Oil Pressurization System	Examination
Outlet Valve	Ops. Test
Overboard Discharge	Examination
Pintle Bearing	Examination
Remote Propulsion Control System	Ops. Test
Remote Propulsion Control System	Examination
Rudder	Examination
Rudder Carrier Bearing	Examination
Sea Water Circulation and Cooling System/Expansion Joint	Examination
Seawater System/Expansion Joint	Examination
Ship Side Valve	Examination
Ship Side Valve	Ops. Test
Steering Gear Control and Alarm System	Examination
Steering Gear Control and Alarm System	Ops. Test



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Steering Gear System	Examination
Steering Gear System	Ops. Test
Stern Tube Lubricating Oil System	Examination
Temporary Mooring System	Examination
Thermal Oil Heating System	Examination
Unfired Exhaust Gas Boiler	Examination
Unfired Exhaust Gas Boiler/Safety / Relief Valve	Ops. Test
Ventilation System	Ops. Test
Watch Monitoring and Alarm Transfer System	Ops. Test
Winch	Examination
Windlass	Examination

<i>Asset name</i>	<i>Inspection Type</i>
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Ballast	Overall Survey
Cargo Tank	Overall Survey
Category A Machinery Space	Overall Survey
Emergency Escape	Overall Survey
Machinery Space	Overall Survey
Service Space	Overall Survey

<i>Asset name</i>	<i>Inspection Type</i>
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Bottom Shell	Examination
Side Shell	Examination

<i>Asset name</i>	<i>Inspection Type</i>
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MACHINERY/Dead Ship Condition Recovery	Examination
MACHINERY/Electrical Installations	Examination
MACHINERY/Power Operated Trucks	Examination
OUTFITTING/Asbestos-free Declaration	Document Verification
OUTFITTING/Emergency Towing Arrangements	Examination
OUTFITTING/IMO Number	Examination
OUTFITTING/Material Safety Data Sheet	Document Verification
OUTFITTING/Photo Requirements	Examination
OUTFITTING/Vessel Condition and Operation	Document Verification
STRUCTURE/Master's Confirmation	General Verification



DEPARTMENT OF THE NAVY  
USNS JOSHUA HUMPHREYS (T-AO 188)  
UNIT 100375 BOX 1  
FPO, AE 09573-4046



04 June 2022

From: 2nd Officer (b)(6) Cargo Officer, USNS JOSHUA HUMPHREYS (T-AO 188)  
To: Captain (b)(6) Master, USNS JOSHUA HUMPHREYS (T-AO 188)

Ref: (a) Memorandum Of Agreement (MOA) between MSC and USCG dated 30 May 2021  
(b) 33 CFR 156.170  
(c) 33 CFR 156.107  
(d) ABS Requirements

Subj: COMPLETION OF HYDROSTATIC TEST OF CARGO FUEL PIPING SYSTEM – JUNE 4TH, 2022

1. Per reference (a), a Hydrostatic test of our vessel's cargo piping system was completed today in accordance with references (b) through (d). The vessel successfully met requirements for all piping systems related to our cargo fuel oil products.
2. On Saturday, 4 June 2022, the JP-5 headers and risers were filled from the pump room using fuel from the JP-5 settler, and then pressurized to ensure that our system can sustain 1.5 times the Maximum Allowable Working Pressure (MAWP) for a period of 15 minutes. Representatives from three departments partook in these efforts by manning the Pump Room, Tank Deck, Fueling Station Deck, and Cargo Control while the system was filled and pressurized.
3. The process was also repeated for the DFM piping system. Every replenishment station were appropriately blanked and capped. The gages were monitored at both the 01 deck and the pump room. Our Engineering Department was able to fill all lines using the main cargo pumps. Pressure was controlled and monitored from Cargo Control, while rovers monitored station risers and all piping lines on the tank deck and in the pump room.
4. Upon completion of the tests, pressure was bled off via the cargo recirculation system before tank valves were opened to return the fuel to the settlers. Final ullages were recorded by the Supply Department while the Engine and Deck Department personnel safely secured the pump room and all stations on the tank deck for sea. Nineteen (19) man hours were expended to conduct the test.
5. These actions complete our biennial test requirements stipulated in reference (a), and we should expect our next biennial test of the cargo fuel piping system to be conducted not later than June of 2024.

Very Respectfully

2/O (b)(6) USMM  
Cargo Mate  
USNS JOSHUA HUMPHREYS (T-AO 188)  
FPO AE 09573-4046

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# USNS Joshua Humphreys (T-AO-188)

Henry J. Kaiser-class replenishment oiler



USNS Joshua Humphreys (T-AO-188) is a Henry J. Kaiser-class replenishment oiler of the United States Navy. She was named for Joshua Humphreys, who designed the six original US Navy frigates. [Wikipedia](#)

**Length:** 677'

**Construction started:** December 17, 1984

**Launched:** February 22, 1986

**Beam:** 97'

**Builder:** [Avondale Shipyard](#)

**Propulsion:** Two medium-speed Colt-Pielstick PC4-2/2 10V-570 diesel engines, two shafts, controllable-pitch propellers

**Installed power:** 16,000 hp (11.9 MW) per shaft; 34,442 hp (25.7 MW) total sustained

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